



Legislation Details (With Text)

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Type:	Contract	Status:	CCIS		
File created:	10/20/2010	In control:	City Council		
On agenda:	12/7/2010	Final action:	12/7/2010		
Title:	Recommendation to adopt Plans and Specifications No. R-6858 for the North Air Carrier Ramp Reconstruction at the Long Beach Airport; and authorize City Manager to award a contract and execute any and all necessary documents with Palp, Inc., dba Excel Paving Company, in an estimated amount of \$3,983,405, plus a twenty-five percent contingency amount of \$995,851, if necessary, totaling \$4,979,256, and any amendments thereto except for an increase in the total authorization. (District 5)				
Sponsors:	Long Beach Airport, Public Works				
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Date	Ver.	Action By	Action	Result
12/7/2010	1	City Council	approve recommendation	Pass

Recommendation to adopt Plans and Specifications No. R-6858 for the North Air Carrier Ramp Reconstruction at the Long Beach Airport; and authorize City Manager to award a contract and execute any and all necessary documents with Palp, Inc., dba Excel Paving Company, in an estimated amount of \$3,983,405, plus a twenty-five percent contingency amount of \$995,851, if necessary, totaling \$4,979,256, and any amendments thereto except for an increase in the total authorization. (District 5)

The Air Carrier Ramp (Ramp) at the Long Beach Airport (Airport) is used to park large commercial aircraft for the loading and unloading of passengers and baggage. The Ramp is beyond the end of its useful life. Within the past 24 months, the existing pavement has required emergency repairs to maintain safe operations and keep the Ramp functional.

The North Air Carrier Ramp Reconstruction at the Airport will include the reconstruction of five of the existing 10 aircraft parking positions. The project includes reconstruction of pavement used to support aircraft parking, relocation of edge lighting, relocation of a guidance sign, pavement markings, and drainage improvements including storm water treatment drains.

The City Council's adoption of the plans and specifications and award of the contract to the lowest responsible bidder are being recommended concurrently in order to expedite implementation of this project. The project was advertised for bid on August 16, 2010, and bids were opened on September 17, 2010. Fifteen (15) sets of the bid documents were purchased by prospective bidders, and six bids were received. One local-owned business, and no MBE, DBE or WBE registered firms submitted bids. Palp, Inc., DBA Excel Paving Company, of Long Beach, California, was determined to be the lowest responsible bidder.

In accordance with the California Environmental Quality Act, Categorical Exemption No. CEP-52-09

has been issued for this project. The project received a Categorical Exclusion pursuant to FAA Order 1050.1E (in accordance with the National Environmental Protection Act) on August 12, 2009.

This letter was reviewed by Deputy City Attorney Linda Trang on November 8, 2010, and Budget Management Officer Victoria Bell on November 15, 2010.

SUSTAINABILITY

The selection of Portland Cement Concrete Pavement in lieu of Asphalt Concrete Pavement will extend the expected life of the pavement. The additional life (approximately an additional 30 years) will result in fewer construction projects and far less pollution in the future.

The project area has extremely poor soils that require enhancement prior to the construction of the pavement. In lieu of removal and replacement, the Airport has opted to treat the soil in-place with cement, which will stabilize and strengthen it. This will allow the soil to remain in place, while providing a sub-base for the pavement structural section that meets the Federal Aviation Administration (FAA) design standards for aircraft use.

Additionally, 100 percent of the existing asphalt concrete and aggregate base material will be pulverized and recycled. A majority of the existing material will be used as aggregate within the cement-treated base for the pavement structural section in accordance with FAA design standards. Similar to the soil stabilization, the aggregate will be treated in-place with cement. The remainder of the recycled material will be used elsewhere on the Airport or incorporated into nearby street paving projects.

The construction method of cement-treating the soil and aggregate in-place will reduce the number of dump truck trips for removals and eliminate the number of dump truck trips required for construction of the stabilized sub-base. In total, the in-place treatment of the soil will reduce the number of dump truck trips by approximately 2,500.

City Council action on this matter is requested on December 7, 2010, in order to authorize commencement of this project. Construction is anticipated to begin in December 2010 with an anticipated completion date of June 2012.

The contract award is for an estimated amount of \$3,983,405, which includes the Base Bid plus Additive Alternate A, plus a twenty-five percent contingency amount of \$995,851 due to the poor condition of the existing subgrade and any unforeseen circumstances. An additional estimated amount of \$1,143,692, which is not part of the construction contract award, is needed to cover the City's indirect costs, construction management activities, including inspection, materials testing, and DBE and prevailing wage reporting.

On October 5, 2010, the City Council approved the receipt of FAA Airport Improvement Program (AIP) Grants No. 3-06-0127-34 and 3-06-0127-35 providing \$4,443,251 of funding for the federal share of this project. The remaining budget needed to fund the contract and provide local match is \$1,679,697. This remaining budget is comprised of \$1,261,005 of Passenger Facility Charges and \$418,692 of Airport Operating Capital funds already budgeted in the Airport Enterprise Fund (EF 320).

It is anticipated that the North Air Carrier Ramp Reconstruction project will create approximately 80 jobs.

Approve recommendation.

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MARIO RODRIGUEZ
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MICHAEL P. CONWAY
DIRECTOR OF PUBLIC WORKS

APPROVED:

PATRICK H. WEST
CITY MANAGER